

GFS: NEW WAYS OF DOING BUSINESS

SEPTEMBER 2007

# AIH HANDS

MAGAZINE OF THE U.S. NAVY

## U.S. Southern Command's Partnership

\*\*\* of the Americas \*\*\*

Moving Toward a "1,000-Ship Global"  
Maritime Force





#### [On the Front Cover]

USS *Mitscher* (DDG 57) floats on the horizon while BM3 Douglas Wiltse mans the stern gate during multi-national passenger transfers for the closing conferences of UNITAS 48-07 (Pacific phase) aboard USS *Pearl Harbor* (LSD 52) during *Partnership of the Americas* (POA) 2007.

Photo by MC3 Damien Horvath

#### [Next Month]

*All Hands* features a photographic look at what our Sailors do in our annual “Any Day in the Navy” issue.

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## 28 Partnership of the Americas

U.S. Task Group 40, which included the Chilean frigate *Almirante Latorre* (FFG 14), circumnavigated South America this past summer with spectacular results. They demonstrated the value of training and working together at sea, and gave Sailors the chance to learn about other navies while serving as a multinational force that trained together to achieve the vision represented by a global maritime partnership.

Photo by MC2 Alexia M. Riveracorrea





[Number 1085]

**ALL HANDS**

# September

## 12 *USNS Comfort*

USNS *Comfort* (T-AH 20) left Norfolk this summer to provide humanitarian aid to Latin America and the Caribbean. To accomplish this mission, a crew of 800 individuals from many backgrounds came together – to help as many people as they could.

Photo by MC2 Joan E. Kretschmer



## 20 *The New Global Fleet Station*

A single Navy ship anchors just off the coast of Belize, but this is no port call or refueling stop. The ship, HSV-2 *Swift*, is on station – to provide training, support and to build relationships with our neighbors to the south.

Photo by MC1(AW) Brien Aho



# Speaking with Sailors

Chief of Naval Operations  
ADM Mike Mullen

**I have had the opportunity over the past two months to visit with many Sailors and family members out in the fleet. Recent travels have taken me to Hawaii, Pensacola, Fla., San Diego and Newport, R.I.**

As always, I think I learn just as much, if not more, information than I am able to pass on. It's what makes these trips so special.

"Our people are very engaged and very informed, that much is clear. They know without a doubt the impact they are having in this long war, and they are proud of it. They are also rightly concerned about a variety of issues, which directly impact their service and the sacrifices of their families.

So, as I have done in previous issues of *All Hands*, let me share with you now another set of interesting questions I've been asked recently.

**1. What will happen to the families of personnel who are billeted to an IA tour (i.e., will they stay at the current command or go forward to a temporary command.) My main concern is about the spouse's job and children's schools for the short term of six to 12 months?**

Sailors tell us they appreciate being given choices when it comes to where their family may live, and in the timing of their family moves. I believe the choices we provide will give them a great deal of flexibility. When a Sailor is detailed to GWOT Support Assignment (GSA) from a stateside command, the family will be able to stay at their current location, or, if they so choose, move to San Diego or Norfolk. We also let the family decide when to carry out that move after they take into account children/spouse school schedules, employment and other personal/family considerations.

If a Sailor currently stationed overseas is detailed to an IA billet, we will allow, to the best of our ability, their family the same flexibility. Unfortunately, in some cases our options are limited by the Status of Forces Agreements we have with host country governments or by the lack of local command resources that can be given to the Sailor's family (especially in remote overseas locations).

Those Sailors who deploy on a GSA for a year or more should work closely with their detailers before they execute orders to add an optional intermediate move for their family through Indeterminate Temporary Duty (ITDY) orders.

This additional move is designed to provide even more flexibility, and it may be used by families for a wide range of personal reasons.



**2. Have any decisions been made as to being able to pass down our Montgomery GI Bill (MGIB) benefits to our children or other family members?**

The current law governing Montgomery GI Bill education benefits permits the services to offer selected personnel (those in critical specialties and with at least six years of service) the ability to transfer some of their MGIB education benefits to their spouse or college-age children.

The Navy has not used this authority because our primary and most effective retention tool, the Selective Reenlistment Bonus (SRB), is delivering the overall retention levels that we need from the fleet. We are watching Army and Air Force pilot programs in this area. If we see conclusive data that this is a good option for the Navy, we may look at adding this benefit as a future retention tool.

**3. Are Navy Legal Service Offices able to assist Sailors with immigration issues for themselves and their families?**

Navy legal assistance attorneys at Naval Legal Service Offices and specified Region Legal Service Offices worldwide routinely assist Sailors and their families with immigration issues, including helping them to identify and complete the proper forms or petitions and advising on the filing process for:

- Petitions for Alien Fiancées and Alien Relatives
- Adjustment of Status to Permanent Resident

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## ALL HANDS

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# Around the Fleet

## CNO: New Final Multiple Formula Sharpens Competition for Advancement

**T**he Navy's new emphasis on performance marks in calculating Final Multiple Scores (FMS) gives Sailors more control over their own advancement and improves competition, according to Chief of Naval Operations Adm. Mike Mullen.

The changes will affect E-4 through E-6 rating exams by placing a higher percentage of weight on evaluation performance mark average (PMA).


For Sailors taking the E-4 and E-5 rating exams, PMA points will rise from 36 to 43 percent of the FMS. For those taking the E-6 rating exam, PMA points will also get a 7 percent boost to nearly half of the FMS at 48.5 percent.

Exam scores will also be given more consideration. For E-4 and E-5 test takers, exam scores will count for 38 percent and 33.5 percent for E-6s.

Though all medals still offer advancement points, Mullen also said individual augmentee (IA) tours will be calculated into the FMS.

Two points were added to the awards factor of the FMS after completing greater than 90 consecutive days in Iraq, Afghanistan, Horn of Africa, Kuwait, Gitmo, Joint Task Force 515, or Joint Force Special Task Force Philippines."

In addition to IA tours, all Sailors will receive a boost in award points to 5 percent of their FMS.

Other changes under consideration include the addition of points for college credits, though details are still being worked out and may not be realized until later this year. 

*Story courtesy of Chief of Naval Operations, Washington, D.C.*

## DOD Makes Changes to Officer Joint Service Designation

Navy Personnel Command recently announced plans to implement DOD changes for the Joint Qualifications System (JQS) to replace the Joint Specialty Officer (JSO) program effective Oct. 1.

The system will supplement the existing Joint Specialty System and will replace the old JSO designation with the new name, Joint Qualified Officer (JQO).

"While an officer must be at least a lieutenant commander before they can be designated as a JQO, our duties as leaders and mentors require us to explain this new system and its implications on career management to our wardrooms," said Vice Adm. John C. Harvey, Chief of Naval Personnel.

"Our officers should understand the importance of gaining joint qualification as a part of a professional career as well as in continuing to effectively operate in the future as a part of a joint team," he said.


Under this new system, officers will see new requirements for promotion to O-7.

"Effective Oct. 1, 2008, active-component officers must be designated as a JQO prior to appointment to flag rank," said Harvey. "Captains who are in-zone for promotion to rear admiral [lower half] need to aggressively review their service records to ensure that all joint assignment billets and experiences are documented."

The JQS will allow officers to earn joint qualification through a combination of joint education, experience, training and other military education.

"Our Navy routinely operates alongside our sister services, allied nations, as well as governmental and non-governmental agencies. Working with other like-minded services is our nature and we will only deepen this cooperation in the future," Harvey said.

Officers who are already designated as JSO will automatically be designated JQO when the system takes effect.

For more information visit: [www.npc.navy.mil/Officer/JointOfficer/](http://www.npc.navy.mil/Officer/JointOfficer/) and read NAVADMIN 184/07. 

*Story by MC2 Trevor Andersen, Navy Personnel Command, Millington, Tenn.*

## Ricky's Tour

Bv MC1 Mike Jones



## Speaking with Sailors

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Additionally, Navy's Deputy Assistant Judge Advocate General (Legal Assistance), in support of these field offices, not only provides increased expertise and specialization in immigration and naturalization issues, but also maintains regular liaison with U.S. Citizenship and Immigration Services personnel to address military-specific issues.

Recently, the U.S. Citizenship and Immigration Services established a toll-free Military Help Line for immigrants in the military who are stationed around the world. Customer service employees of the agency will be available at 877-CIS-4MIL, or 877-247-4645, to help with immigration services and benefits from 8 a.m. to 4:30 p.m., CST.

#### 4. Is the Navy working with MWR/Child Development Centers to offer increased availability of 24-hour child care to Sailors on shift work?

Navy MWR/Child Development personnel are working hard to increase availability of 24-hour child care. The programs include two delivery systems; the Child Development Group Home and specialized in-home care providers that are currently offered at Norfolk and Pearl Harbor.

We have plans to extend these to several other fleet-based concentration areas in the near future. Service members working shift and extended hours may choose whichever delivery system best meets their needs and the needs of their children. Both delivery systems offer care 24/7. The programs also offer service members the flexibility of using 60 hours of care per week within a seven-day period.

#### 5. What's the status of Computer Based Training?


Introducing blended learning solutions, such as including computer based training (CBT) really is the future of the Navy's training.

Unfortunately, synchronizing new teaching technologies, personnel reassignments and mission requirements not previously envisioned (such as individual augmentee needs) remains a challenge – not only to the quality of instruction for our Sailors, but also in ensuring we graduate enough Sailors to meet the fleet's needs.

To address these challenges, the Chief of Naval Personnel and NETC started a thorough, bottom-up review in Pensacola (and the other Learning Centers) to baseline our training capabilities, the resources (money, people, facilities) they need and the projected demands the fleet will place on them.

This review, which runs all summer, should tell us our biggest shortcomings and how we can mitigate them (for example, adjust schedules, re-align funding, extend PRDs, augment instructors with reservists, etc.). Rest assured, we will keep the fleet informed as we know more.

Again, I'm very proud of our Navy's contribution in this long war, and it very simply comes down to the contributions each and every one of you – and your families – make on a daily basis. I don't take for granted for one minute the hard work you do. There are no small jobs – they are all tough in their own way.

Thanks for your service, and for your great questions. Please keep them coming! 

## Shipmates

### Cryptologic Technician (Technical) 1st Class (SW)

**Charles Williams** is the Senior Enlisted Person of the Year for U.S. Southern Command (USSOUTHCOM), Miami. Williams is the leading petty officer for Operational Electronic Intelligence Analysis and Indications and Warnings in the Intelligence Directorate where he manages and analyzes electronic intelligence that increased command collection posture by 150 percent.

"Williams represents the kind of Sailor that leaders like me are looking for in today's Navy and military," said USSOUTHCOM's Commander, Adm. James Stavridis. "His all-around excellence ... is why Williams was chosen as the best of the best from our joint service enlisted ranks."

In his off-duty time, Williams is pursuing a degree in psychology and also volunteers in the local community, helps build houses for Habitat for Humanity and assists Miami's Community Partnership for the Homeless program.



## CSF Teams Up with Stakeholders to Shape the Master-at-Arms Rating

The MA Career Management Directorate with the Center for Security Forces (CFS) is working on many innovative initiatives to help ensure the professional development, career advancement and lifelong learning continuum for Sailors in the master-at-arms (MA) rating.

Some specific initiatives include updating MA occupational standards, taking the lead for Navywide professional and technical competency development, rewriting the MA rate training manual and enhancing the MA military apprenticeship program.

Prior to Sept. 11, 2001, the MA community numbered

about 1,700 Navy-wide and was responsible for good order and discipline and principally law enforcement tasks. Since then, the community has grown to more than 11,000 Sailors and is the second largest rating in the Navy.

"Along with this growth came an equally dramatic shift in their focus," said Capt. Mark Kohart, Center for Security Forces' commanding officer. "They are now security specialists and serve in a variety of real world, non-traditional Navy roles, such as detainee operations, riverine and expeditionary warfare, and individual augmentee support for joint operations in Iraq and Afghanistan."

The MA "A" school is conducted at the Center for Security Forces' Learning Site at Lackland Air Force Base, Texas, and at Naval Air Station Oceana, Dam Neck Annex, Va.

Historically, students learned

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# Around the Fleet



▲ CNO Adm. Mike Mullen presides over a reenlistment ceremony for Sailors assigned to Naval Air Facility Misawa, Japan. Mullen visited with foreign leaders and Sailors stationed in Japan and Vietnam while in the region.

Photo by MC1 Chad J. McNeeley



▲ Ens. Patrick K. Sweeten conducts the U.S. Navy Band during their summer concert held on the steps of the U.S. Capitol. The Navy Band and its specialty groups also present their annual Summer Concert Series at the U.S. Navy Memorial.

Photo by MU1 Casey J. Elliott

► CS3 Jeffrey Dayot and crew members assigned to USS *Stethem* (DDG 63) heave around a line to connect *Stethem* and USNS *Guadalupe* (T-AO 200) for a connected replenishment prior to participation in *Talisman Saber* '07.

Photo by Lt. j.g. Danny Ewing Jr.







▲ Sailors assigned to the visit, board, search and seizure team aboard USS *Vicksburg* (CG-69) take part in a boarding scenario training exercise.

Photo by MC2 Oscar Espinoza



▲ Chaplain (Cmdr.) Jerome Dillion greets the local youth during a Holy Mass and Thanksgiving Ceremony given by the Barangay government, Tabaco City, Republic of the Philippines. The ceremony acknowledged the Pacific Partnership team for their assistance in clearing the Tagas River of mud and debris.

Photo by MC2 KerryI Cacho

To be considered for the "Around the Fleet" section, forward your **high resolution (5" x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station** to: [navyvisualnews@navy.mil](mailto:navyvisualnews@navy.mil)

Directions on how to properly submit photos can be found at [www.navy.mil/photo\\_submit.html](http://www.navy.mil/photo_submit.html)

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traditional law enforcement skills, but these skills have been enhanced in large measure by security and antiterrorism/force protection skills such as operating a variety of crew-served weapons, protecting security perimeters and entry control points and performing combat first aid.

"We have teamed up with Navy Expeditionary Combat Command, Enlisted Community Manager, Commander Naval Installations Command, Navy Manpower Analysis Center, Human Performance Center and other stakeholders to help ensure the MA rating occupational standards are in line with the Navy's security force of today with an eye on total force integration," said Cmdr. William Hommerbocker, Center for Security Forces' MA career management director.

Using a combination of conventional classroom instruction, cutting edge simulation, and high-intensity, physical training, Sailors are well versed in achieving kinetic and non-kinetic tactical effects in support of goals set by our operational commanders around the world.

Sailors in the master-at-arms rating or interested individuals looking to convert to this rating can find out more information through Navy Knowledge Online (NKO), <https://wwwa.nko.navy.mil/>. 

**Story by Lt.j.g. Alphonso Jefferson Jr., Center For Security Forces, Little Creek, Va.**

## Recruiting Looking For Third Class Petty Officers

Commander, Navy Recruiting Command (CNRC) is planning to add nearly 200 E-4 billets to its recruiting force.

As part of its "Plus Up" recruiting expansion efforts,

which began in May, CNRC will increase the number of E-4 recruiters by nearly 400 percent. There are presently only around 40 E-4 recruiters in the field.

E-4 recruiters were the first to go during the last recruiting drawdown in 2005, citing their lack of experience in the fleet and financial considerations for the junior petty officers.

"We've reevaluated and found that third class petty officers can provide a great value to our recruiting forces," said Lt. Bob Reddy, CNRC's director of military resources.

Reddy said he feels that if these junior petty officers are stationed in the right areas with the right guidance, they can produce great results.

"The small number of E-4 recruiters we have are showing great production numbers," he said, referring to the number of leads and Navy applicants generated. "We feel that with the proper screening of recruiting applicants and senior guidance we'll see some great results."

One positive factor Reddy pointed to was the general age of E-4s.

"Most of them will be young and coming off of their first tour," he said. "They will be able to relate better with a high school DEP (Delayed Entry Program) applicant."

They may help allay fears many have about basic training.

"The immediate concern of most Navy applicants are [their preparation] for boot camp," said Reddy. "Most third classes have recent memories and experiences to share, and more current information about life at recruit training than their senior counterparts."

Reddy cautions that this duty isn't for every E-4. Long hours, hard work and a level of responsibility beyond that of a normal third class are typical of a recruiting assignment.

"We want the best of the best," he said. "We will be screening for those E-4s that are hard-charging,

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# Around the Fleet



▲ Two young girls anxiously cheer for their father, GSM1 David Pfister, during the homecoming of USS *Underwood* (FFG 36) in Mayport, Fla.

Photo by MC2 Leah Stiles



▲ Sailors assigned to Explosive Ordnance Disposal Mobile Unit (EODMU) 6, Det. 22, perform a fast rope exercise on the flight deck of USS *Harry S. Truman* (CVN 75).

Photo by MC3 Ricardo J. Reyes



▲ Sailors assigned to weapons department fire a .50-caliber machine gun during a familiarization fire exercise on the fantail of USS *Abraham Lincoln* (CVN 72).

Photo by MC3 James R. Evans



▲ Ens. Chris Hutchinson poses with a group of children after a soccer match in Conakry, Guinea, hosted by the Guinean Navy for the Sailors of USS *Doyle* (FFG 39).

Photo by Lt. Cmdr. Corey Barker





▲ Personnel observe the UH-19XRW Hoverwing in ground-effect mode over the Potomac River Test Range, Dahlgren, Va. Unmanned military capabilities of the hybrid hovercraft and ground-effect vehicle are being investigated by a team of Dahlgren engineers and scientists in a ground-effect research and development program known as the *Sly Fox Program Mission 9*.

Photo by John Joyce




▲ NBM3 Christopher Pullon helps a Russian child look through the ship's binoculars during a tour of USS *Frank Cable* (AS 40) in Vladivostok, Russia.

Photo by MC2 Stefanie Broughton

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responsible and career-minded."

Interested petty officers are encouraged to contact their detailers when they are in their PRD window and are eligible for shore duty.

For more information about what it takes to be a Navy recruiter, visit [www.cnrc.navy.mil](http://www.cnrc.navy.mil). 

**Story by MC2(SW/AW) Gabriel Owens, Navy Recruiting Command, Millington, Tenn.**

## Naval Safety Center Unveils New Products


In an effort to keep risk management in the forefront for Sailors and Marines both on- and off-duty, the Naval Safety Center (NSC) released a magazine highlighting the time critical elements of Operational Risk Management (ORM).

ORM fundamentals can make a real difference in preventing mishaps and saving Sailor's and Marine's lives.

The magazine, titled *ORM: The Essentials*, provides tools for those with plenty of risk management experience as well as guidance for those who are just learning about the process. The publication has already been mailed to every command on NSC's *Sea & Shore* magazine distribution list, but it can also be obtained by e-mailing [safe-pao@navy.mil](mailto:safe-pao@navy.mil).

Sailors and Marines can also take advantage of a new video resource designed to promote safety during the "101 Critical Days of Summer" and all year long.

"Your Safety Minute" is a brief, informational segment that highlights the risks involved in popular activities, such as boating and swimming, as well as everyday actions like commuting to work or mowing the lawn. These one-minute videos remind Sailors and Marines of ways to

mitigate the dangers. Sailors may download the information at <http://safetycenter.navy.mil/>. 

**Story by April Phillips, Naval Safety Center, Norfolk.**

## CNO Approves Physical Fitness Uniform


Adm. Mike Mullen, Chief of Naval Operations, approved the first Navy physical fitness uniform for all Sailors E-1 through O-10 this week.

The uniform consists of a gold short sleeved shirt and Navy blue shorts. The shirt is moisture wicking and odor resistant polyester with Navy in reflective lettering on back and front.

The nylon moisture wicking and odor resistant Navy blue shorts come in six and eight inch lengths, providing standard appearance among different height Sailors, it also has reflective piping and reflective Navy lettering. The shorts have side pockets with a hidden ID card pocket inside the waistband.

Upon delivery to the fleet, anticipated to be spring 2008, all command-directed physical training and semi-annual physical fitness tests will be performed while wearing the PT uniform. However, the uniform does not have to be worn during individual exercise.

Uniform availability at uniform centers and command uniform distribution activities will be phased in beginning with major Fleet concentration areas in spring 2008. Reserve enlisted will be issued uniforms by their commands.

Sailors' clothing replacement allowance will be adjusted starting Oct. 1, 2007, to allow for the purchase of two sets of short sleeve shirts and shorts. 

**Story by Sharon Anderson, Chief of Naval Personnel, Washington, D.C.**



USNS COMFORT IN THE AMERICAS:

# Extending Helping Hands

Story by MCSN Jeff Hall

Personnel depart USNS *Comfort* (T-AH 20)  
via lifeboat en route to clinic sites ashore  
in Nicaragua.

Photo by MC2 (AW/SW) Joshua Karsten





*USNS COMFORT  
LIFEBOAT NO. 5  
1556 CU.FT.  
115 PERSONS*

# Sweat was the least of their worries.

**E**ven with uniforms wet from a recent rain, they focused on the task at hand. People have traveled across the country, some for several days, to seek their help. Using the skills they have learned during their careers, both in and out of the armed forces, they work together for one cause – to help as many people as they can.



Photo by MC2 Joshua Kristen

▲ USNS *Comfort* (T-AH 20) is anchored off the coast of Puerto Barrios, Guatemala, during a scheduled stop on a four-month humanitarian deployment to Latin America and the Caribbean to provide medical treatment to patients in a dozen countries.





▲ Capt. Joseph Rusz, a dental officer, examines a patient's teeth at the Jose Schendal Health Center, Corinto, Nicaragua.

Photo by MC2 Joan E. Kretschmer

The hospital ship USNS *Comfort* (T-AH 20) left Norfolk June 15 to provide humanitarian aid to Latin America and the Caribbean. To accomplish this mission, a crew of 800 individuals from many backgrounds came together, each bringing a specialty essential to the many operations *Comfort* would be called upon to perform during the four-month deployment.

*Comfort's* physical appearance alone sets it apart from a normal Navy ship. The converted oiler makes her larger than the normal "small boy" ship, and her white decks are manned by more than just Sailors. Service members from the Navy, Air Force, Army, and Coast Guard; U.S. Public Health Service, Canadian Forces, *Project Hope* volunteers and civilian mariners have all come aboard *Comfort* for the 120-day deployment. This diverse patchwork of expertise creates a seamless backbone for *Comfort's* mission.

At dawn, following the same routine they did in their first port of Belize, medical personnel and members of Construction Battalion Maintenance Unit 202 load onto small boats that will carry them to Guatemala's landing zone. The landing zone is just the first step on their journey to clinics and hospitals in the



▲ A patient waits to be seen by Cmdr. Jeff Lowell, U.S. Public Health Service (USPHS), a general surgeon aboard USNS *Comfort* (T-AH 20) at the Jose Schendal Health Center, Corinto, Nicaragua.

Photo by MC2 Joan E. Kretschmer

towns of Livingston, Morales and Puerto Barrios. Blue shirts, khakis and camouflage uniforms all blend together as the groups break off and head to work.

Helicopters from Helicopter Sea Combat Squadron (HSC) 28, from Norfolk, and small boats from *Comfort*

provide the only way in and out of Livingston. It's a short walk up a hill to the clinic, but the medical equipment and personal gear needed for the day adds to the perspiration beading steadily on their foreheads. The lines into the small clinic are already long.



Photo by MC2 Joan E. Krieschner

▲ HM2 Robert Reyes, assigned to Naval Health Clinic New England, Newport, R.I., and Guatemalan Drs. Nora Alvarez and Elizabeth Perez, explain eye surgery procedures to a patient aboard *Comfort*.



Photo by MC2 Elizabeth Allen

▲ Amelia Choub, of Livingston, Guatemala, holds her granddaughter, Flour, a patient aboard *Comfort*.

Children play near the entrance, as Guatemalan soldiers rope off security areas. Despite the heat, the limitation of equipment and space, the huge crowd and limited work time, the crew is optimistic, confident in their abilities and the importance of their mission.

"I think it is the hottest place I have ever been to," said Hospital Corpsman 3rd Class Michelle Tilley. "In Livingston, I worked with the dermatologist. We removed cysts, provided sutures and applied topical medication and creams to treat rashes. [We gave] antibiotics for deworming."

Tilley normally provides care for crew members aboard *Comfort* during the ship's sick call hours when personnel fall ill. In the humid, crowded rooms of Livingston's clinic, her corpsman training now aided Guatemalans.

"As a Sailor, this is what I joined the Navy to do, to help other people and other countries. We were helping them in a

way that they had not been helped before, especially with dermatology, where you can often fix things right on the spot."

A similar scene greeted service members at Morales. The waiting crowds wrapped around the corner and far down the street. The team set up to provide dental care, primary medical care, physical therapy, optometry, pharmaceutical products and even veterinary care for the animals.

"In Guatemala, I was able to participate in this remote mission to the town of Morales," said HMCS Anthony Aubright, an independent duty corpsman (IDC) deployed with *Comfort*. "I participated in the advance party to set up and scout the arrangements they had at the clinic. The following three days I saw adult sick call patients there, providing adult medicine, pediatrics, optometry, gynecology, pharmacy and physical therapy."

Aubright and his fellow corpsmen use their training to help others every day. But for Aubright, who spent part of his career deployed with Marines around the world as an IDC, the new mission is a welcome change of pace.

"It was a big difference. One of our missions is supporting the warfighter. But this is the other mission for us, doing the humanitarian mission. I'm proud to participate in it."

This mission calls upon many skilled individuals like Aubright.

"I was asked to go out to Morales for two days," said Air Force Master Sgt. Dennis Fulmer, a physical therapist attached to *Comfort*. "In Morales, we treated muscular-skeletal disorders, provided evaluations, demonstrated exercises and home treatment programs, including preventive techniques. We also worked with a couple of children who had cerebral palsy. We were fortunate enough to be able to fabricate a custom thermoplastic splint on a young lady at the end of the day which she got to leave with."

Fulmer has worked in the physical therapy field for 15 years. In the heat of the small room where he worked, experience paid off during the long and rewarding day. This mission hits home for him, with a wife from Colombia and first-hand





▲ Capt. Arturo Bravo, a member of the U.S. Public Health Service, speaks to children in Spanish about dental hygiene at the San Pablo Roman Catholic School, San Pablo, Belize.

remembrances of poverty in Latin America.

"I volunteered to come. I found out it was a humanitarian mission about two weeks prior to coming here and I was elated about that. Being able to come out here and provide a service like this – to provide health care to people who may not be able to get it – has just been outstanding for me."

Besides the medical treatment available, the Seabees provided their own unique service in Puerto Barrios, Guatemala, transforming a children's hospital in less than a week.

"As a whole, we completed several tasks," said Construction Electrician 1st Class Robert Mendez, a Seabee with CBMU 202. "They had a playground that we ordered new slides for. We painted, repaired the fence and the roof. One of our biggest jobs was repairing the emergency room, which

consisted of two rooms. We also repaired the gutters and installed two fans, some outlets, changed out the ceiling tiles, and worked on a doorway."

Mendez's work in Puerto Barrios didn't stop there.

"I was a translator and liaison between the host nation personnel and my chain of command, for buying materials, for concerns and issues about the projects, for interviews and for any visitors who came to the project from the host nation to take a look at what the Seabees were doing."

All 17 Seabees from CBMU 202 worked on the many projects, knowing child patients and their parents would enjoy the improvements.

"I helped replace a section of the roof. Then we fixed the gutters and put in a drain for the gutter system," said Equipment

Operator 3rd Class Nathan Harper.

They accomplished much in their short stay at the hospital, with the same efficiency seen at all sites they rebuild. To them, it's well worth the hard, long days.

"It's a great feeling when you can help somebody in need, especially when you go to a place like Puerto Barrios," said Mendez. "You can see that the things that come every day to us are not available to these people. To give them a little piece of that feels great at the end of the day, especially after the mission is accomplished."

The days of hard work in Guatemala did not go unnoticed.

"I heard *Comfort* was coming here about two to three months ago," said Carlos Zuneha, Director of the Puerto Barrios Children's Hospital. "The experience has been very positive. The work will have a very

positive effect on everyone, [especially] the children, and [make] a better place for me to work. I am very thankful.”

Every accomplishment, every success story in Guatemala, came through the tireless efforts of *Comfort's* staff,” said Guatemalan Vice President Eduardo Stein Barillas.

“I’d like to express our deepest gratitude to the United States for all the wonderful work that’s being done here,” said Barillas. “The enthusiasm of the staff was perhaps what impressed me the most. The outreach of the staff that went into the Guatemalan cities, and the other Central American countries, is something that will last forever in the minds of those people who were treated.”

Likewise, crew members aboard *Comfort* who provided more extensive care that could

not be done ashore such as surgeries are also left with lasting memories of the patients that overcame many odds to be seen. Among them, were a Guatemalan woman and her son-in-law who walked almost five miles and spent four nights in a hotel during a nearly 290-mile journey so she could undergo hernia surgery.

For 12 years, Elvira Cab lived with an umbilical hernia the size of a tennis ball that prominently protruded from her navel. It was only during the last few months that it caused pain so intense that she could barely walk or breathe. But walk she did – and it was the courage of this woman and her son-in-law that amazed Cmdr. Frazier Frantz, the doctor who performed the surgery.

“It is good to have this opportunity to

help, but it is especially good when someone goes to all that trouble to be seen,” said Frantz, of Naval Medical Center Portsmouth, Va. “That’s what we’re here for.”

Every day throughout *Comfort's* mission, men and women like Mendez, Harper, Aubright, Tilley, Fulmer and Frantz work long hours and late nights to help as many as they can. They labor in the heat and the rain, from dusk ‘til dawn. For four months, in a dozen countries – to include Panama, Peru, Surinam, Haiti, Colombia and Ecuador – they will change the lives of people who may never forget the good men and women who brought them hope.”

***Hall is assigned to the Fleet Public Affairs Center Atlantic, Norfolk.***

► Medical patients depart a U.S. Navy MH-60S Helicopter belonging to Helicopter Sea Combat Squadron 28 after receiving medical care and being airlifted from *Comfort* to the Monsignor Romero Roman Catholic School, Valley of Peace, Belize.



▲ Air Force Tech. Sgt. Michael Cooper, a member of Construction Battalion Maintenance Unit (CBMU) 202, plays with children at Valley of Peace School, Valley of Peace, Belize. His unit, deployed aboard *Comfort* made structural renovations to the school, to include rebuilding the roof.







Photo by MC2 Joan E. Kretschmer

◀ **EO1 Manuel Gradillas**, a member of CBMU 202, digs a drainage trench at Valley of Peace School, Valley of Peace, Belize.

▶ **U.S. Army Sgt. Leona Thomas** (right), a veterinary technician, and USPHS veterinarian Lt. Cmdr. Catherine Rockwell (center) tend to an injured dog at the Valley of Peace School, Valley of Peace, Belize.



Photo by MC2 Steven King



Photo by MC2(AW/SW) Joshua Karsten





Building Partnerships

# The New Global Fleet Station

Story by MC1 Steve Smith, photos by MC1(AW) Brien Aho

**A** single Navy ship anchors just off the coast of Belize, but this is no port call or refueling stop. The ship, HSV-2 *Swift*, is on station – providing training, support and building relationships.





A Belize Coast Guard boat transports members of HSV-2 *Swift* to shore during their Global Fleet Station (GFS) deployment.

Photo by MC1 David Hoffman

This initiative is the Chief of Naval Operations' new Global Fleet Station (GFS) concept. The hope is that these relationships will grow into partnerships. The mission is to interact with foreign nations using a highly-skilled team of various agencies and military. Task Group 40.9 has embarked aboard *Swift* along with various joint and interagency elements, U.S. Coast Guard, Navy, Marines, Navy Criminal Investigative Service and the U.S. State Department.

"The goal of the Global Fleet Station," said Capt. Douglas Wied, Commander of Task Group 40.9, "is to develop a persistent presence in the area by working with our partners. Currently, we're deployed for six months to work with our partners in Central America, conduct training and

[provide an] information exchange."

During the GFS pilot program, Task Group 40.9, with HSV-2 *Swift*, will visit Honduras, Guatemala, Nicaragua, Panama, Belize, the Dominican Republic and Jamaica.

The basic courses provide leadership training for junior officers and senior enlisted members of the Belize National Coast Guard and Belize Police Force.

"For me it was informative," said Cpl. Lennox Broaster of the Belize Police Force. "It was a lot of information I have gathered over roughly a week and a half. It taught me how to be an effective leader, how to do things in a manner that would be most effective for my subordinates and also for me to work in a position that would please my superiors."



▲ Members off of HSV-2 *Swift* throw away trash while making repairs and helping cleaning up an orphanage in Belize.

While classes are in session aboard *Swift*, a group of Sailors are hard at work on shore. This time they are at a local orphanage and school. Repairs were made to the playground



▲ Children play at a local Belize orphanage while members of HSV-2 *Swift* make repairs to the playground equipment.





▲ CS1(SW/AW) Carlos Wilkerson gives haircuts to the children at a local Belize orphanage during HSV-2 *Swift*'s GFS deployment.

equipment, which was previously unusable, and they removed large piles of garbage.

"It makes me feel really good to help people who are in a different position than we are," said Culinary Specialist 1st Class Carlos Wilkerson, temporarily assigned to *Swift* from PCU *Freedom*. Wilkerson also gave one of the boys at the school a haircut using new clippers that were donated to the school.

According to Wilkerson, "It builds our relationship with Belize and their people. It shows we care and it's great to be out here to help out with the community."

Chief Storekeeper John Bailey, assigned to Supply aboard *Freedom* said, "I have actually been able to participate in every community relations project we've done aboard *Swift* and it's been great. Getting out here in the community is the best thing we can do."

Back aboard *Swift*, the class of Belizean students who were studying seamanship prepared to graduate. Another training cycle comes to an end and new relationships and partnerships are made.

"You have some fine instructors," said Ens. Audibaldo Monima, training officer for the Belize National Coast Guard.

"The U.S. Coast Guard and Navy worked hand-in-hand with us. That gave us the momentum to be able to work together."

The next stop is the port city of Santo Domingo, Dominican Republic. *Swift* and her training team are underway once more.

In each port, there are various goals the GFS must meet – one of which is port security. Strong port security in this region not only helps the local government, but it helps the United States as well.

"Both the United States and our partners share a common interest in maritime security," said Wied. "Terrorism, drug-trafficking, human-

► **U.S. Navy Interpreter SK2**  
Alfonso Anglada joined Coast Guard BMC William Partington to instruct Dominican sailors in the different types of life jackets aboard HSV-2 *Swift*.

▼ **BMC William Partington** from the U.S. Coast Guard International Training Division assists Dominican sailors during bumper drill training in front of HSV-2 *Swift*.



trafficking and piracy; all of those issues do not care about nationality. One country cannot solve the problem, but together as a partnership we can.”

GFS works to improve port security by training the local military and other agencies in each country. The GFS team conducted a security assessment of the port, while the instructors back in the classroom guide the Dominican students as they came up with security plans for their port.

As in the other countries, the Dominicans receive hands-on experience with small boat operations – everything from knot tying to navigation and man-overboard drills. This is a real-world education. Some of it’s done in classroom, but for the most part, these students are in the boats piloting and making decisions based on the scenarios the instructors run them through.

“The coxswain course is designed to take junior, aspiring coxswains and bring their skill levels up to a higher level where they can actually function as a coxswain,” said U.S. Coast Guard Petty Officer 1st Class Ernest Ramos.

According to Petty Officer 1st Class Segura Gomez of the Dominican Republic navy (through a translator), “It’s a pleasure to work with the Americans and hope to have the opportunity to do it again,” Gomez said.

The Dominican Republic students came from all areas of their navy including special forces.

“We work with multiple countries. [When] you’re out on a joint mission, you have to be on the same page with each other,” said Boatswain’s Mate 1st Class (SW) Brandy Sugden, a small boat instructor. “I don’t have to guess what they’re thinking and they don’t have to guess what we’re thinking. We know that when they say, ‘do this,’ we’re both going to do it the exact same way.”

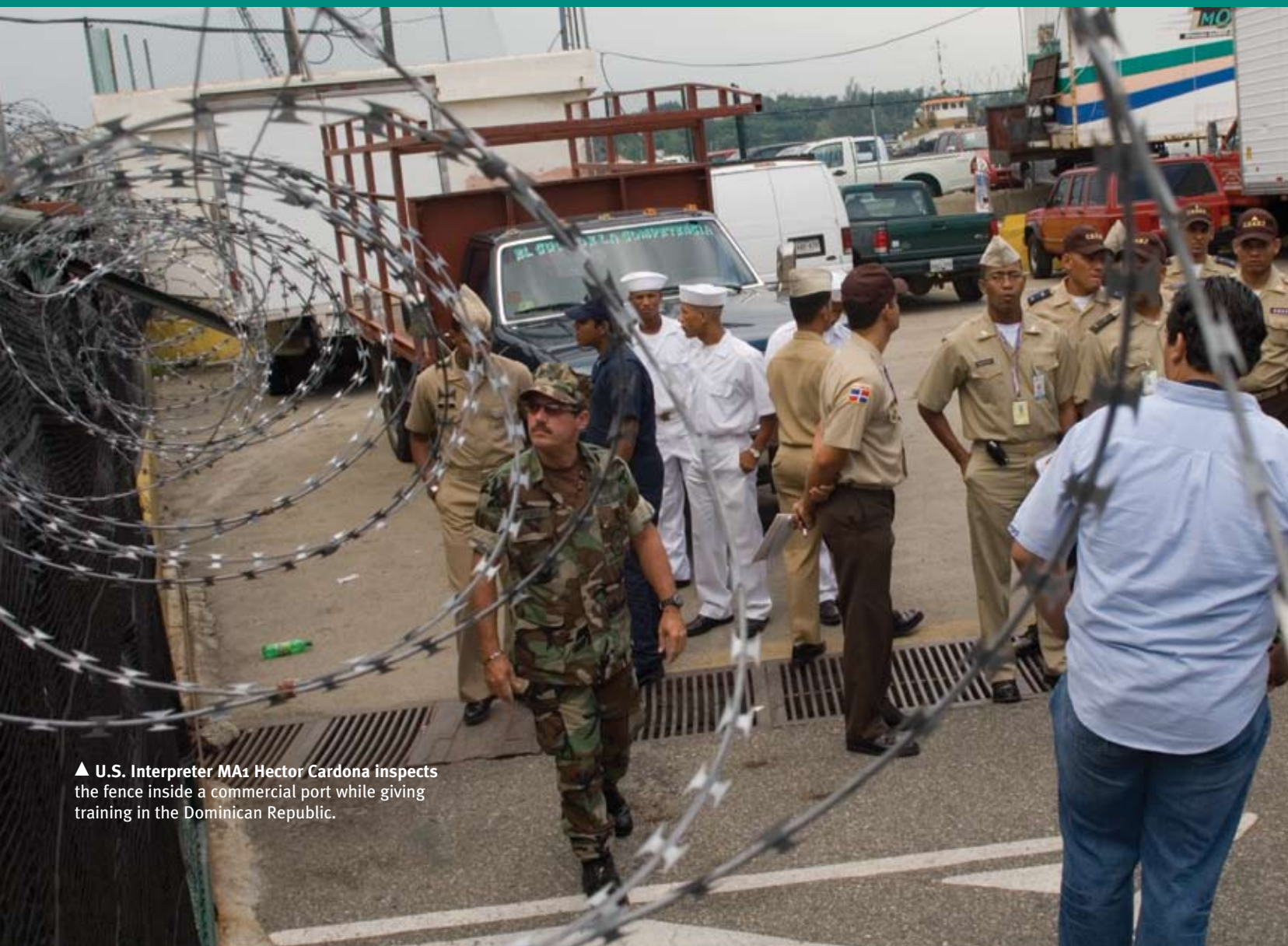




▲ Dominican sailors learn how to tie different knots during training held aboard HSV-2 *Swift*.



▲ BM1(SW) Brandy Sugden conducts a knot tying contest with the Dominican Sailors during boat operation training aboard HSV-2 *Swift*.



▲ U.S. Interpreter MA1 Hector Cardona inspects the fence inside a commercial port while giving training in the Dominican Republic.





But getting other militaries to perform the same task in the same way has its own challenges. Most of the countries are Spanish speaking, so translators play a very important role. Not only do the instructors need to get their message across, they also need to learn from the students.

“One very important aspect of this is to communicate in a manner that will be consistent with their culture and way of life,” said Master-at-Arms 1st Class Hector Cardona who works as a translator from the Navy Reserve’s Naval Operations Support Unit, Puerto Rico.

The class begins with very basic lessons, and progresses to intermediate topics like Marine Corps small unit training, small-engine repair and preventive maintenance that will typically come on the second visit. Once *Swift* has stopped in every country, they turn around and do it again. *Swift* visits a different port in the same country, with roughly 60 days between return visits.

“This helps us build the relationships

▲ Dominican sailors laugh after SK2 Alfonso Anglada asks one of them to demonstrate how to swim in case a mishap occurs.



▲ Coast Guard BMC William Partington and U.S. Navy Interpreter SK2 Alfonso Anglada instruct Dominican sailors on boat-handling skills.



► **Dominican Petty Officer 1st Class** Segura Gomez answers a question during boat ops training aboard HSV-2 *Swift*.

▼ **A Dominican sailor practices** small boat handling at the helm of one of HSV-2 *Swift*'s small boats during training.



and the long-term partnerships, so after we have conducted training, they actually start building the capability and expertise they need, so we can interoperate as a team,” said Wied.

That presence couldn’t be maintained without a ship like *Swift*. She was chosen to execute GFS for a number of reasons – her maneuverability – accessing the smallest of ports with no outside assistance, unlike most other Navy ships.

According to Cmdr. Charles Rock, commanding officer, HSV-2 *Swift*, “Most of the GFS ports we’ve gone into don’t have a whole lot of port services. Our propulsion system allows us to go into port without the assistance of tugs.

“So getting into more austere locations, locations that truly need our help, makes *Swift* a good platform to support the GFS missions,” Rock continued.

*Swift*’s versatile configuration has everything the students and instructors need. Two doublewide portable classrooms are set up inside the main bay and supplied with power, air-conditioning and computers with overhead projectors. The main bay has more than enough space for cargo, containers and supplies. There’s also several rigid hull inflatable boats (RHIBs) parked on their trailers in the main bay.

A crane at the ship’s aft end can lower boats directly into the water. A heavy-duty collapsible ramp can also accommodate the boats on trailers to be pulled on or off the ship.

With a ship like HSV-2 *Swift* and a team of instructors making up Task Group 40.9, the mission of fostering relationships is underway. But, this is more than teaching and learning, they are building partnerships – partnerships that are building security in the region and adding to the “1,000-ship navy.”

*Smith is a journalist and Aho is a photo-journalist assigned to Naval Media Center, Washington, D.C.*

# U.S. Southern Command's Partnership

☆☆☆ of the Americas ☆☆☆

## Moving Toward a “1,000-Ship Global” Maritime Force

Story by MC3 Damien Horvath

Imagine a maritime force capable of counteracting any potential threat at sea, supporting global peace efforts, responding to natural disasters, strengthening partnerships and promoting political, social and economic freedoms. This would not be a force of 1,000 grey-hulled ships flying the flag of any one country. Rather, this represents Chief of Naval Operations Adm. Mike Mullen's vision of maritime elements of partner nations across the globe, operating together to support common objectives.



▼ From right to left: RFA *Wave Ruler* (A 390), USS *Mahan* (DDG 72), CS *Almirante Latorre* (FFG 14), FGS *Sachsen* (F 219), and USS *Samuel B. Roberts* (FFG 58) steam in formation.

Photo by MCSN Vincent J. Street





In an ever-changing, increasingly challenging maritime environment – with attempts to better track shipping traffic across the globe, and prevent a myriad of potential asymmetric threats – these forces exist today and one circumnavigated South America this past summer, with spectacular results.

From March through September 2007, U.S. Task Group 40.0, which included the Chilean frigate *Almirante Latorre* (FFG 14),

true Partnership for the Americas,” he added.

With ships from three Navy bases on opposite coasts of the United States, and one sailing from thousands of miles away in Chile, U.S. Navy Task Group 40.0 set out on the second annual *Partnership of the Americas* (POA) 2007 cruise.

POA’s mission was to operate at sea with partner nation maritime services, enhance relations with partner nations through events ashore, and ensure a ready force was in the

region to respond to any event requiring a multinational task group of ships.

“It was with great pleasure that we embarked on this mission with our partner nations,” said Capt. Rodrigo Alvarez, commanding officer *Almirante Latorre*. “We expect our successes and friendships to continue for generations to come.”

Throughout the deployment, Task Group 40.9 worked with civil and maritime authorities from Argentina, Brazil, Chile, Colombia, Dominican Republic, El Salvador, France, Germany, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Peru, Spain, the United Kingdom and Uruguay. A top priority for the Sailors in Task Group 40.0 was the sharing of techniques and procedures during their time together and learning about different cultures along the way.

“To witness the highly professional manner in which partner nation Sailors conduct complex operations like their visit, board, search and seizure (VBSS) teams

**“Our naval activities in the region will continue to increase, because the time is right to contribute to the ‘1,000-ship navy’ in Latin America and the Caribbean as part of a true Partnership for the Americas.”**

— Adm. James Stavridis  
Commander U.S. Southern Command

demonstrated the value of training and working together at sea, giving Sailors the chance to learn about other navies and other cultures, while serving as a multinational force that trained together to achieve the vision represented by a global maritime partnership.

“This deployment was the culmination of extensive planning and gave us the very effects we were looking for,” said Commander, Destroyer Squadron (DESRON) 40, Capt. Randy Snyder, Task Group 40.0’s commander. “Our ships operate better now with partner nation ships and our ability to communicate in challenging circumstances and react to emergency tasking is much improved. These Sailors have all done a wonderful job.”

“We are seeking to work with interagency groups, U.S. embassies and even private humanitarian and commercial organizations to create strong links with our neighbors and partners to the south,” said Adm. James Stavridis, Commander U.S. Southern Command “Our naval activities in the region will continue to increase, because the time is right to contribute to the ‘1,000-ship navy’ in Latin America and the Caribbean as part of a



Photo by MCSN Damien Horvath

▲ After a brief port visit to Vasco Nunez de Balboa, *USS Pearl Harbor* (LSD 52) awaits entry into the Mira Flores Locks during her transit through the Panama Canal while underway in support of POA 2007.





▲ Sailors attached to the Peruvian frigate *Palacios* (FM 56) approach the stern gate of USS *Pearl Harbor* (LSD 52), during multi-national passenger transfers for the closing conferences of *UNITAS 48-07*.

is a great credit upon themselves as an operationally ready fighting force,” said Gunner’s Mate 3rd Class Eric Schwarzman, a member of the VBSS team aboard USS *Pearl Harbor* (LSD 52). “I was fortunate enough to work side-by-side with other countries as well as board their ships during our exercises.”

This spring, ships from the *POA* task group set sail from their respective ports on a mission just as important for the cohesiveness of the Americas as it is for military operations throughout the world.

“This was the best time for me to be a Sailor,” said Sonar Technician (Surface) Seaman Charles Schaefer. “In my time in the Navy, I have never had the opportunity to train so much. During the exercises we were able to use our equipment to its full potential and do our jobs alongside our partner nations.”

The task group came together at sea prior to arrival in Salvador, Brazil, its first port of call as a unified force. With Salvador being the initial staging ground as one cohesive and mission ready unit, Task Group 40.0 engaged in opening conferences and discussed goals and expectations for the remainder of the deployment.

*POA* has three phases. The first or exercise phase, featured *UNITAS 48-07* with exercises in both the Atlantic and Pacific Oceans. *UNITAS* exercises have been conducted for 48 years and involve a variety of evolutions ranging from air and sea operations to passenger exchanges and boarding exercises, with each phase culminating in a final battle problem stage. *Team Work South*, a biannual exercise hosted by Chile was also held during this time. Much like *UNITAS*, *Team Work South* also



Photo by Ens. Brett Dawson

▲ American, Chilean, British and French Sailors, part of Task Group 40.0, train together on visit, boarding, search and seizure (VBSS) procedures, while in port in Mejillones, Chile, to begin *Team Work 2007* in support of this year’s *Partnership of the Americas*. The visit to Mejillones was more than just work for Task Group 40.0 Sailors. Sporting events and a barbeque were held as well.



Photo by MCSN MC3 Damien Horvath

▲ IT3 Johnathan Fehling, assigned to dock landing ship *Pearl Harbor*, makes a push to the goal while playing in a soccer tournament against a partner nation team from Peru at the Peruvian San Borja Naval facility, Calleo, Peru, during POA 2007.

has exercises involving partner nation navies and focuses on enhancing interoperability. Phase 1 also included several short passing exercises (*PASSEX*) where ships met at sea to operate together including NATO's Standing NATO Maritime Group (SNMG) 1 in the Caribbean, Brazil, Chile and Peru.

The second part of *POA* 2007 featured Theater Security Cooperation (TSC) visits by the ships throughout Central America and the Caribbean. Highlighting these visits where

the task group ships sailed independently, was the military-to-military interaction in each country, coupled with the chance to see places many people only read about.

Operations Specialist Seaman Hector Gonzalez of *Pearl Harbor* was granted the unique opportunity to spend several days on board the Chilean oiler *Araucano* (AO 53).

"I was fortunate enough to interact with our partner nation Sailors on their own ship," said Gonzalez. "They were very

friendly and eager to show me how they conducted their everyday operations, and not surprisingly, they were very similar to what we do."

The final phase of the *POA* deployment was the Task Group's participation in *PANAMAX* 2007. An annual exercise since its inception in 2003, *PANAMAX* trains a multinational force to work together in support of the Government of Panama in protecting the sovereignty and security of the Panama Canal. This year's exercise included units from 19 countries.

The different phases of this *POA* deployment together supported the overarching goal of increasing interoperability between partner nations. Now in its second year, *POA* strikes at the core concept of a global maritime partnership. Each phase of this year's deployment provided robust maritime exercises and training opportunities for partner nations. In addition to daily life on board individual ships, the task group followed an aggressive schedule of events, laying out in detail plans for tactical ship maneuvers, flight operations, live firing events, crew exchanges, underway replenishments, and the specific exercises such as *UNITAS* and *PANAMAX*.

"The pace of day-to-day transit events was as you would expect, but we raised the bar quite a bit during the formal exercise portions of the deployment," said Snyder. "For these exercises, we filled every hour of the day with events and drills. From my perspective, the results were very positive."

Although a majority of the evolutions during the deployment occurred while at sea, it was the events ashore that may have fostered the most camaraderie between nations. With every port visit during the circumnavigation of South America, from Salvador, Brazil, to Callao, Peru, holding sport tournaments for basketball or soccer, seamanship competitions or community relations projects, Sailors learned from each other and easily shared their experiences.

"Playing against guys from other nations really gave us a chance to build camaraderie with Sailors from our partner navies," said Ens. Chris Myers, USS *Samuel B. Roberts's*

*continued on page 34*





Photo by MC2 Alexia M. Riveraorra

## Partnership of the Americas

*Partnership of the Americas* began in 2006 with a vision put forth by Commander, U.S. Naval Forces Southern Command (NAVSO), Rear Adm. James W. Stevenson, Jr. The first POA featured USS *George Washington* (CVN 73), USS *Monterey* (CG 61), USS *Stout* (DDG 55), USS *Underwood* (FFG 36) operating in the Caribbean, and focused on Theater Security Cooperation (TSC) missions and at-sea operations. POA 2007 built on the experiences of 2006, and expanded the deployment scope and length.

“The direction of this deployment was exactly right,” commented Stevenson. “We have some very strong relationships in the region, but there are many more we need to work on. This deployment was a great way to meet some very important goals, and give our ships great opportunities at sea and ashore.”

Headquartered in Mayport, Fla., NAVSO directs U.S. Navy forces operating in the region and interacts with Caribbean, Central and South American civil forces and navies to shape the maritime environment within the U.S. Southern Command area of responsibility. With a focus on TSC, NAVSO works to build and strengthen relations, develop partner nation capabilities, and maintain maritime access to defend the United States.

“We emphasize interoperability so our naval forces are comfortable working together to preserve the maritime environment for safe and free passage of commerce,” said Stevenson. “You can boil what we do down to a single word – relationships.”

With nearly 2.2 billion people worldwide living within 100 kilometers of a coastline, and a maritime domain of 50,000 large ships carrying 80 percent of the world’s commerce, it’s imperative that the world’s waterways are protected and secured from any potential threat to harm or disrupt freedom of navigation.

Ensuring this security on the high seas, littorals, harbors and ports is more than one nation can realistically do. With the maritime forces of the world’s militaries and police actively combating piracy, smuggling, drug trading, illegal immigration, banditry, human smuggling and slavery, environmental attack, trade disruption, weapons proliferation including weapons of mass destruction, political and religious extremism, and terrorism, deployments like *Partnership of the Americas* are one way to work toward a global maritime partnership.

Photo by Ens. Laura Dogger



▲ Lt. j.g. Matthew Dalton, attached to Destroyer Squadron 40, smooths cement while creating a roof at the Calvary Chapel in Guatemala City during a community relations project in support of POA 2007.

▲ Sailors assigned to USS *Mitscher* (DDG 57) load pallets of toys for Project Handclasp in Montevideo, Uruguay. The Maruja Stirling Boy’s Home, directed by the Uruguayan Institute for Children and Adolescents, was the recipient of the *Project Handclasp* material.





Photo by MC2 Joan E. Kretschmer

▲ PSC Edward Lopez, assigned to *Pearl Harbor*, and other Sailors of Task Group 40 conduct a community relations project and distribute *Project Handclasp* materials such as toys, medical supplies, and new sewing machines, as well as putting together bikes for children in Callao, Peru.

(FFG 58) navigator. “Coming together on the playing field, in a strange way, helps us understand one another and better work together as naval allies.”

Cryptologic Technician (Interpreter) 1st Class Laura Stout, served as an interpreter during several community relations projects.

“Doing a job I enjoy while donating time and effort to organizations throughout Central and South America is an amazing feeling,” said Stout. “The astonishing change that an eight-hour community relations project can make in a person’s life is immeasurable. It’s important that we get involved when we can to help those who may need a hand.”

Throughout *POA 2007*, linguists like Stout bridged the language gap between partner nations by acting as liaisons for Sailors of all occupations and levels.

“It was with great pleasure that I undertook the responsibility of being a linguist on this deployment,” said Stout. “I have translated everything from intense operations to everyday conversations and I feel very proud for myself and the other linguists to have significantly contributed to these partnerships.”

“This experience has been nothing short of remarkable, said Aerographer’s Mate 2nd Class Kathryn Roe. “To be given the opportunity to socialize and work in these fascinating nations is an experience that will have a lasting impact on me.”

*Horvath is assigned to Fleet Public Affairs Center Pacific, San Diego.*

## **The U.S. Southern Command**

### **“Partnership for the Americas”**


U.S. Southern Command (SOUTHCOM) is the geographic combatant command responsible for promoting security cooperation in 32 countries and 13 protectorates in Latin America and the Caribbean region – an area that spans over 1/6th of the globe, 16 million square miles. For more information about SOUTHCOM visit [www.southcom.mil](http://www.southcom.mil). For more information about our naval component, U.S. Naval Forces Southern Command, visit [www.cusns.navy.mil](http://www.cusns.navy.mil).





▲ Sailors load an ambulance aboard *Pearl Harbor* prior to the ship's departure. The ambulance will be donated to the people of Las Parejas, Argentina, from *Project Handclasp* during POA 2007.

Photo by SK1 Marcus Fosales

A large photograph of Lt. Shaun Estep, a man in a grey t-shirt, rowing on a blue machine. The machine has a large blue fan with a yellow 'CS' logo in the center. The background shows a ship's interior with metal railings.

◀ **Lt. Shaun Estep of Strike Fighter Squadron (VFA) 37**, prepares for the PRT on a rowing machine aboard *USS Harry S. Truman (CVN 75)*.

Photo by SN Kevin T. Murray Jr.

# PREPARING FOR THE PRT

Story by Marc Meeker

**W**hen do you begin preparing for the Physical Readiness Test (PRT)? Do you wait until two weeks before the test, or do you start planning immediately after your last PRT?

Waiting until the last minute is definitely the wrong attitude if you want to have a successful Navy career. Personal readiness is a key component of achieving mission readiness; Sailors who do not pass the PRT can be ineligible for advancement or even receive administrative separation.

The Navy's culture of fitness encourages Sailors to exercise more frequently and to exercise their options in making healthy lifestyle choices. Maintaining good overall physical fitness is the key to doing well on the PRT.

## Look At Your Strengths and Weaknesses

When preparing for the PRT, review your strengths and weaknesses. If, in the past, you successfully completed every aspect of the PRT except for the run, then you need to concentrate on improving the 1.5-mile run while maintaining the other aspects (curl-ups, push-ups and flexibility) of the test.

If you have passed all portions of the PRT except for body composition, then you will need to maintain your physical fitness side and improve your diet. Physical activity is very important to maintaining a good body composition, but nutrition is just as important. You're only as good as your weakest link in the fitness chain, so improve all aspects by improving your weakest ones.



Photo by MC2 Kristina DeHoux

▲ **DC2 Stephen Petroskey** uses an elliptical trainer to test run the new cardiovascular portion of the PRT aboard *USS Boxer (LHD 4)*. Elliptical trainers and stationary bikes are new options to running the PRT.



## Give Yourself Enough Time

The PRT is not a surprise test. It's conducted twice a year, and you are notified at least 10 weeks before the test will be held. Since there are about six months between each testing cycle, you have more than adequate time to make a dramatic change in your current fitness levels.

Fitness should be a daily activity, but you must start out early in this cycle to properly prepare yourself for the more intense workouts that will be needed to pass or improve on your current PRT testing scores. By starting early,

from over training and also improve your overall running time. Along with cardiovascular training, strength training must also be considered.

The way curl-ups are performed in the Navy require both excellent abdominal and hip flexor strength. Only performing crunches and never working through the entire range of motion for a curl-up may prevent you from strengthening muscles that will be needed during the test. Core stabilizers are also important to work in improving pushups and curl-up tests. Having an extremely strong chest, shoulders and triceps is critical for

## Be Smart About Nutrition

When trying to lose body fat, a combination of exercise and nutrition is the right formula for success. Since no one will be there to motivate or monitor you 24 hours a day, nutrition is the only portion of preparing for the PRT which is really up to you. You control 100 percent of what you put into your body. Remember: You didn't gain the extra fat overnight, so don't expect it to disappear overnight.

A proper weight loss of about two pounds per week is the most beneficial to preserve lean muscle mass and keep the weight off. During your planning, determine how much you need to lose, then divide that by two. This figure will tell you about how many weeks it will take to reach your body weight or composition goal. Those who have a support network will be more successful in achieving their fitness goals. Tell your friends and family about your plans and ask for their support.

## Take the Next Step

Now that you have a few tips under your belt, you're ready to take those important first steps to prepare for the PRT. If you would like to see a complete training program, contact the Chief, Naval Installations Command Mission Readiness Branch for a copy of the "24 Weeks to Success Tri-Series."

This CD-ROM includes a full 24-week fitness training program designed to prepare an individual or group to pass the PRT. There is also a maintenance training program and an advanced program on the CD-ROM to assist you in maintaining your fitness levels after you have successfully passed the PRT. In the end, just get up and start "Exercising Your Options" and prepare for the next PRT before it's too late.

*Meeker is head of the Navy Fitness Program, Millington, Tenn.*

**"By starting early, you will not have to torture yourself or over train with extremely intense workouts."**

you will not have to torture yourself or over train with extremely intense workouts. Within the six months or so between PRT cycles, you can easily increase the intensity of your workouts.

## Make a Plan

Planning gives you the roadmap for how you can get from point A to point B and reach your fitness goals. Start by contacting your command fitness leader (CFL) or local Morale, Welfare and Recreation (MWR) fitness professional to help you create a plan that can improve your current fitness levels and overall PRT scores.

## Choose Your Exercises for Improvement

If you choose to run, swim, ride a stationary bike or use an elliptical trainer, then you need to train for these specific tests. Training on an elliptical trainer for six months and then trying to run is probably not in the best interest of improving on your PRT run time. A combination of running intervals, distance runs and elliptical trainer workouts will keep you

push-up improvement, but also having a strong upper back and core muscles are just as important to maintain proper form for maximal testing results.



Photo by MC2 Kristine DeHoux

▲ SK1 Jeremy Watkins lifts weights as he prepares for Naval Station Rota's PRT.



# Focus on Service



# IA Finds Unlimited Challenges

Story by MC2 Jeff A. Johnstone

**W**orking long hours in the hot, humid Caribbean climate is tough enough. Throw policing the daily activities of some of the world's most dangerous men into the mix, and you have a recipe for what Joint Task Force-Guantanamo Bay Sailors are up against on a daily basis.

While this mission offers unlimited challenges, Sailors like Yeoman 2nd Class Miracle Sharp are proud of their contributions to the global war on terrorism (GWOT).

"I volunteered to come here," said Sharp, an Individual Augmentee (IA) stationed at Naval Station, Great Lakes. "IA's are becoming a part of the Navy's future. I wanted to do this and I thought it would be an experience that I wanted to be a part of."

Sharp not only performs her administrative duties as a yeoman, serving over 100 fellow Sailors assigned at the medium security Camp 4 detention facility; she also serves right beside them as a guard. She distributes meals and laundry to detainees, and also helps to ensure that they are provided recreation. Recreation activities include sports such as basketball, the use of exercise equipment and now, watching movies. She is also involved in the coordinated movement of detainees to and from educational classes that the military provides to any detainee who chooses to participate in them.

Guards at Camp 4 work an average of 12 hours under the hot sun.

Temperatures reach black flag levels at least once per day. Through all this, safety is always in focus; safety for both the guards and the detainees.

"We are responsible for the safe and humane treatment of all detainees at Camp 4," said Sharp. "Detainees must never leave the guards' line of sight. The safety of both the guards and detainees is the focus of our mission."

While the environment of Joint Task Force-Guantanamo (JTF-GTMO) may be unique for Sailors accustomed to traditional Navy ship or shore commands, there are some similarities. One of the most important is that of being a good shipmate.

"You have to be able to trust the person next to you," said Sharp. "There can't be dissension within the ranks and everyone has to be on the same page. This is a highly sensitive mission for the global war on terrorism and you can never become complacent or drop your guard."

JTF-GTMO plays an integral role in the war on terrorism. Sailors, Marines, Airmen, Soldiers and Coast Guardsmen, through their hard work and determination, can be proud of how they defend America's freedom daily in a high-risk environment.

"It's a dangerous job and we're working with men who hate our country, our service members, and everything that we stand for," said Sharp. "This is a unique experience and an important part of history that we're living down here." ❧



## Aviator Number 85: The Navy's First "Top Gun"

Story by MC1 Leif R. Herr-Gesell

In not too many years, 2011 to be exact, we will celebrate 100 years of naval aviation- a century of bravery in the skies.

The first U.S. Navy aero plane, designated the A-1 *Triad*, was a fragile little bug with a pusher prop, an unusual set of controls and a wooden pontoon called a "canoe" for water landings. This infant aircraft was designed by aviation pioneer Glen Curtiss amid the scenic splendor and solitude of the Finger Lakes region of Western New York. After several early trials with the A-1, Lt. Ted Ellyson became the first Navy Pilot. Ellyson's accomplishments include the first Navy night flight, first launch by wire cable, first successful catapult launch, and first Naval Aviator awarded gold wings.

Those firsts were accomplished in 1911 and 1912, just five years before the United States entered World War I.

While the United States had taken a position of non-interference, our military services took a keen interest in everything that was happening on the battlefields of Europe from 1914 onward.

Lacking an air force department, the United States Navy and Army pursued their very divergent aviation interests. The Army needed scout planes, tactical ground support and reconnaissance over land, while Navy interests leaned heavily toward using aero planes to reconnoiter over a fleet's horizon to spot enemy combat vessels and shipping. The Navy had not invested much effort into tactical bombing or fleet combat air support – that would come later.

Imagine the courage it took then to climb into the cockpit of a plane made of wood and cloth and fly with no parachute, no canopy and little to no heat.

The most obvious naval aviation combat contributions in the Great War were accomplished by our first Navy ace, naval aviator No. 85.

David Sinton Ingalls was the great nephew of William Howard Taft, the 27th president of the United States. This boy from Ohio was not an everyman. He came from a family of power and privilege. The family's fortune had not only allowed him to enter Yale, but they had been able to purchase an airplane so that, as a teenager, Ingalls could join the university's exclusive flying club. The club's older students had voluntarily formed the nexus of the Navy Reserve Aviators Corps when the United States finally decided to enter World War I.

At seventeen, Ingalls was too young to join, and with his family connections, he certainly could have avoided the war or sought a plum rear echelon desk job. But knowing that on his 18th birthday he would be accepted into the squadron, he awaited his turn to serve.

Ingalls was only 18 years old when he joined the Navy out of Yale University during what would have been his junior year. He was designated Aviator No. 85. By 1918, young Lt. Ingalls was posted to the Allied naval base at Dunkirk, France.

He found himself flying with the British 213th squadron, attacking German forces that had broken through Allied lines and plunged deep



Lt. David Sinton Ingalls

Photo courtesy of Naval Historical Center

into Allied territory in France. After gaining additional training in France, Ingalls was assigned to the 218th bomb squadron flying the Airco de Havilland DH-9 bomber.

It was at this time that Ingalls scored his first victories against an enemy bi-plane and an observation balloon. However, these kills were unconfirmed and would not count toward making him an ace. The brief bombing assignment ended and Ingalls returned to the 213th where he flew numerous missions with his British comrades, destroying enemy aircraft on the ground as well as German aerodrome facilities.

In August of 1918, Ingalls scored his first recorded kills in combined attacks with fellow pilots against an observation plane and a German two-seater. The intensity of the war was at a fever pitch in the late

summer and early fall of 1918 as the second Battle of the Somme began.

Ingalls' third confirmed kill came as he led a flight of 5 *Sopwith camels* on a daring raid. Ingalls and another pilot spotted a German observation plane and dove on it, guns chattering, sending it to the deck in flames. On Sept. 18, 1918, Ingalls gained his fourth kill – a German *Fokker* - an aircraft that the Germans could ill afford to lose.

His fifth confirmed kill, and the one that made him the Navy's first flying ace, came on Sept. 24, 1918, when Ingalls' flight crossed paths with 12 *Fokkers*. While Ingalls did not down any of the *Fokkers* later that day, he found and destroyed an enemy aircraft over the French town of Nieupoort.


By age 19, Ingalls had flown 63 combat missions including some as a flight leader and had lowered the boom on seven enemy aircraft, five of which were officially recorded kills making him a World War I flying ace.

While his Navy career began with the downing of enemy aircraft in the skies over France, it didn't end there. Ingalls stayed involved with the Navy and flew his entire life.

In 1929, then-President Herbert Hoover appointed him Assistant Secretary of the Navy for Aeronautics at the ripe old age of 30. With his extensive experience in aviation and government he was a perfect choice to work for Charles Lindberg's Pan American Airlines in the 1930s, sorting out myriad details of foreign flights in the pioneering years of commercial aviation.

During World War II Ingalls was chosen to establish Naval Air Station Honolulu and eventually rose to become Chief of Staff for Forward Area Air Center Command, stationed on Guadalcanal in the Pacific.

Ingalls retired as a rear admiral at the end of the war and went on to become a newspaper publisher, vice chairman of Taft Broadcasting and Vice President of Overseas Operations for Pan American Airlines.

The Navy's first flying ace died in Chagrin Falls, Ohio, April 26, 1985, at age 85. 

**Herr-Gessell is a Reservist assigned to Naval Media Center, Washington, D.C.**





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